

LIGHT WINES
FOR
HOT WEATHER.
CALIFORNIA
HOOK & RIESLING
\$4.00 PER DOZ. QUARTS.
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

EL CAPITAN
PILSENER BEER.
LIGHT AND SPARKLING.
For Cases of 4 Doz. Qrs. 7/11
" " " 6 " " 1/11
SOLE AGENTS—
H. PRICE & CO.

No. 13,467 號 號十第百千一第萬第 日五十月五年十二緒光 HONGKONG, SATURDAY, MAY 11TH, 1901. 陸拜禮 號十十月五年零百九千一第第港香 PRICE, \$2 1/2 PER MONTH

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A.S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. O. ANDERSON,
Hongkong, 13, Praya Central
47

JOHN WALKER & SONS
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine Old Highland Whisky.
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a19]

CUTLER, PALMER & CO.'S
"SPECIAL BLEND" WHISKY
Price \$10.75 PER DOZEN
NET
Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
Apply to
SIEMSEN & CO. Hongkong. [a18]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.

TIME TABLE
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 23 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [a209]

VICTORIA
CYCLE
EMPORIUM.
THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONROE" CYCLES,
and we also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
McKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a248]
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 37 1/2 lbs. net at Factory.
\$3.00 per Bag of 30 lbs.
SHAW & SONS & CO.,
General Managers.
Hongkong, 2nd July, 1900. [a2102]
WILLIAM MACLEOD, D.D.S.
DENTIST.
BRANDENBURG ARCADE
(Opposite Hongkong & Shanghai Bank)
Hongkong, 10th November, 1900. [a276]

COTTAM & CO.
JUST RECEIVED
MANILA HATS
LADIES' AND GENTLEMEN'S. [a41]
WATKINS, LIMITED
66, QUEEN'S ROAD CENTRAL, HONGKONG
... **CHEMISTS**
AERATED WATER MANUFACTURERS
WINE AND SPIRIT MERCHANTS
CIGAR DEALERS
COMMISSION AGENTS, &c. [a43]
PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG. [a44]

THE VICTORIA DISPENSARY
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]
LANE, CRAWFORD & CO.
GROCERIES AND PROVISIONS
of all kinds imported direct from Cross and Blackwell, Lazenby, Barnes, &c., MONTHLY.
Freshness guaranteed.
WINES and SPIRITS of Best Quality only.
SPECIAL AGENTS FOR
AYALAS CHAMPAGNE, Red Seal PORT, House of Commons and Buchanan's Blend
WHISKY, Napier Johnstone's Square Bottle WHISKY.
MANAGERS FOR
Hongkong and China STEAM BAKERY.
English, French, Twisted, COTTAGE and WHEATEN BREAD.
CAKES Freshly made daily.
BISCUITS of all kinds.
WEDDING CAKES a specialty.
N.B.—All Bread made from the Choicest Bakers Extra Flour. Bakery near Happy
Valley. [a38]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal
DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$16.75 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—
D.O.M.,
\$39.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS—**SIEMSEN & CO., HONGKONG.** [a47]

V.O.S.
OLD VATTED SCOTCH WHISKY.
COMPOSED ENTIRELY OF THE FINEST PRODUCTS OF
HIGHLAND DISTILLERIES, THOROUGHLY MATURED IN
SHERRY CASKS. THE GREAT AND EVER INCREASING
POPULARITY THIS BLEND HAS ACHIEVED BOTH AT HOME
AND IN THE FAR EAST ARE IN THEMSELVES GUARANTEES
OF ITS EXCELLENCE.
SOLE AGENTS—
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS
15, Queen's Road,
Hongkong, 7th May, 1901. [a40]

JUST RECEIVED
BREWERY-KARL GREGORY.
PILSENER BEER (BOTTLE)... (4 Doz. Qrs. 6 Doz. PINTS)
PILSENER BEER (ALE BOTTLE)... 12.00 13.00
MUNICHENER BEER... 14.00 14.00
Apply to
G. GIRAULT. [a45]

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.
THE CLUB HOTEL, LIMITED.
No. 5-B, BUND, YOKOHAMA.
THE above Hotel, with 70 Rooms, is centrally situated, faces the Harbour, and offers all the
comforts of a home. The Cuisine is in charge of a French Chef. The Manager's wife
devotes herself specially to the welfare of the Lady guests.
All Passenger Steamers are met by the Company's Steam Launch.
Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the
Hotel Commissionaire at the Railway Station to meet arriving guests.
Terms from Yen 4.00 per diem upwards. Special terms for a prolonged stay.
A. H. CAMPBELL,
(Late of the Florence Hotel, Kandy, Ceylon).
MANAGER. [1166]
Hongkong, 3rd May, 1901.

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS.
The Siege in Peking, by Martin... \$2.25
Small Framed Photographs of King (150
Edward VII. and Queen Alexandra) each
Modern Abyssinia, by Wyld... 5.00
Riding and Hunting, by Capt. Hayes... 9.50
The Run Doctor, 2 Vols... 3.00
Paris, 1901, by Hatchette... 6.50
The New International Code of Signals 14.00
Good Souls of Cider Land, by W.
Raymond... 1.50
A Man's Woman, by Frank Norris... 1.50
My Indian Queen, by Guy Boothby... 1.50
The Survivors, by Oppenheim... 35
In the Name of a Woman, by Mar-
mont... 35
Malcolm, by George MacDonald... 35
A Gentleman's Gentleman, by Max
Pemberton... 2.25
Browning's Poems... 2.25
A Late Awakening, by Maggie Swan... 70
Chestnuts, by Swears... \$2.25
A Bid for a Coronet, by Author of A
Woman in Grey... 2.00
NEW STOCK.
AYER'S and FORRESTER'S TENNIS
BALLS.
TENNIS RACQUETS.
TENNIS NETS.
TENNIS POLES.
LAWN BOWLS.
CRICKET GOODS.
RACE GAMES, &c., &c.
23 & 25, Queen's Road, Hongkong. [a37]

AUCTIONS
PUBLIC AUCTION.
THE Undersigned has received instructions
to Sell by Public Auction,
TO-DAY (SATURDAY),
the 11th May, 1901, at 2 p.m., at his Sales
Rooms, Duddell Street.
A FINE COLLECTION OF CHINESE
CURIOS,
Comprising—
BLUE and WHITE HAWTHORN
JARS, 5 COLOURED VASES and JARS,
SANG DE BEUF VASES, RED, BLUE
and OTHERWISE DECORATED VASES,
JARS and BOWLS, PEKING SNUFF
BOTTLES, JADE ORNAMENTS.
Also
A FINE LOT OF BRONZES of various
designs and a quantity of EMBROIDERIES.
Terms—Cash on delivery.
On View from Thursday, 8th May, 1901.
Catalogues will be issued.
GEO. P. HAMMERT,
Auctioneer.
Hongkong, 7th May, 1901. [1160]
PUBLIC AUCTION.
THE Undersigned have been instructed to
Sell by Public Auction, under Bill of
Sale, on
THURSDAY,
the 23rd May (instead of as previously
advertised),
Off the Yaumatei Police Station, where she
now lies, the
PASSENGER STEAM LAUNCH
"NAM CHOW,"
Built in 1889.
For further Particulars, Terms and Condi-
tions of Sale, apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th April, 1901. [1140]
THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
OF PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [339]

WING CHEONG,
Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GRASSCLOTHS
General Exporters of
ANISER and CASSIA OILS,
&c., &c. Stock always on Hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also
Buy all kinds of Curries at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [a1056]
CANDIDATES for POLICE in NAVAL
YARD REQUIRED. Must be of Good
Character and British Birth, between 25 and
35 years of age.
Apply with Papers to—
COMMANDER,
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106]
ASSISTANT WANTED by the ROBIN-
SON PIANO CO., LTD.
Apply—
18, QUEEN'S ROAD.
Hongkong, 8th May, 1901. [1204]
NOTICE.
A MEETING of His Majesty's JUSTICES
of the Peace will be held at the MAGIS-
TRACY, at 2.30 p.m. on WEDNESDAY, the
15th day of May, 1901, for the purpose of con-
sidering the following application—
From one **RUSTOMJEE COWASJEE**
BAMJEE for the transfer of his Publican's
Licence to sell and retail intoxicating
Liquors on the premises situate at No. 142,
Queen's Road Central, under the sign of
"The Stag Hotel" to one **LUIS MANOEL**
Lono.
F. A. HAZELAND,
Acting Police Magistrate.
Magistracy,
Hongkong, 3rd May, 1901. [1195]

HOTEL
HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAIA GRANDE, facing south, with a
charming view of the sea and the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

INSURANCE
10 CENTS A DAY.
Not a very large expenditure, is it?
BUT it is sufficient to secure for a man of
30 a policy with the STANDARD
LIFE OFFICE for
\$1,320.
For all Particulars of Rates, &c., apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 12th February, 1901. [8-4688]

HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE. [50]

THE
PEAK HOTEL.
City Office: 7, Duddell Street. [905]

HOTEL CRAIGIEBURN.
PUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [53]
THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [52]
KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE,
Proprietor.
J. H. DOWNS,
Manager.
Hongkong, 8th September, 1900. [677]
"BOA VISTA" HOTEL,
MACAO.

CHARMING HOTEL for TOURISTS to
Spend a few days in the Holy City.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HONGKONG," Capt. W. E.
CLARKE, leaving Hongkong at 2 p.m., and
Macao at 8 a.m. Connection made at Macao
with Company's Steamer to and from Canton.
Cable Address—"BOAVISTA."
CLARKE & CO.,
Proprietors.
For Terms, apply
906a
MANAGER.
PORTLAND CEMENT
J. B. WHITE & BROS
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [780]

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.THE MOST PERFECT SYSTEM OF
FILTRATIONof the Water is employed, guaranteeing
ABSOLUTE PURITY,
which is confirmed by repeated reports from
the highest expert authorities.WATERS Manufactured by us, are
acknowledged by the principal English
makers to be equal to those of their own
production.MANUFACTURED UNDER EXPERT
ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

BIRTH.
At Shanghai, on the 5th May, the wife of E. GUY HILLIER, of Peking, of a daughter.

DEATHS.
On the 10th May, 1901, HAROLD THORNE, aged 23 years.
At Boscombe (Bournemouth), on the 6th April, W. H. ANDREWS, R.N.R., late Commodore P. and O. S. N. Co., aged 65 years.
At Fankland, N.B., on the 7th April, C. CARRIE, late of Singapore, aged 91 years.
At Genoa, on the 20th April, SAMUEL WILLIS WILSON, formerly of Newport, Rhode Island, and Diner, formerly of China.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th May, 1901

The papers which reached the Colony by yesterday's mail bring further details of Russia's official and semi-official defence of her attitude with regard to China, particularly in the matter of Manchuria. We have already had the bare outlines of this defence, but it is worth while to quote a few of the actual words which were used by the *Journal de St. Petersburg* on the 8th ult. This semi-official organ, commenting on the Government exposition of Russia's policy, said:—"The Russian Government had been 'obliged to send troops into Manchuria, while entertaining none of those schemes of annexation which certain foreign newspapers had wrongly ascribed to it, and 'pretending to no protectorate. The railway in question [the Chinese Eastern Railway] is one of universal interest, but it is due to the efforts of Russia that it has come to be constructed. It was, therefore, necessary to make certain that the work could be prosecuted in the future 'in all security, and it was the obtaining of 'guarantees in this respect that the Russian Government had in view in the recent negotiations with the Chinese Government. 'It is self-evident that no military measures 'for the gradual evacuation of Manchuria 'could be adopted until these guarantees 'were given by China. From the moment 'when the conclusion of an arrangement to 'this effect became impossible, by reason of 'the obstacles encountered by the Chinese 'Government, Russia, while abiding faithfully by her political programme as laid 'down more than once, resolved to wait 'until a normal state of things should be 're-established in China and a central Government, independent and sufficiently 'strong to offer guarantees against the renewal of the recent disorders, should be 'restored to power.'

It will be seen that the universality of the interest in the Chinese Eastern Railway is

insisted on, the fact that Russian efforts led to the line's construction being used as a plausible excuse for Russia's action in Manchuria, while the Manchurian Convention is pointed to as an attempt to guarantee its security. The case is very well put, from the Russian point of view, and might be calculated to deceive us if there were no such thing as past history. With regard to the conclusion that Count Lamsdorff and his colleagues have been actuated by the principles which invariably guide the Russian Government in the affairs of the East and in their relations with other Powers, that, as the *Times* says, is a proposition we are not concerned to deny; nobody need question that Russia's action has been strictly in accordance with precedent, but those who know her diplomatic history best will be the least disposed to draw from the fact the inference she desires. Dr. Moissonnier declares that at Peking there was no pretence of believing Russian explanations and assurances. The *Times* correspondent's actual words, contained in a telegram of the 7th ult., were:—"The Russian circular to the Powers respecting China's 'rejection of the Manchurian Convention 'might have impressed the Chinese mind 'more if the air of injured innocence 'now assumed were in less glaring contrast 'with the violence and threats which preceded its rejection. The Chinese fully 'realize that this contrast is due to the attitude of other Powers which Russia cannot 'afford to disregard. Nor can the maintenance of occupation which Russia now 'announces make much impression, as the 'difference between this and the so-called 'restitution under the proposed convention 'is scarcely appreciable. The ascendancy of 'Russia in recent years in Peking has been 'based mainly on the Chinese belief that 'Russia was the only Power whose threats 'must be taken seriously, because her 'might was irresistible. This belief has 'received a blow all the more severe because Japan, whom the Russians affected 'to treat with the utmost contempt, has 'had the largest share in dealing it.' A month has elapsed since these words were written, but recent events have thrown no further light on the Manchurian question. We reproduce in another column an article by Prince Koroze, which appeared in the new Japanese bilingual magazine *The Toyo*, wherein the question is discussed in an interesting manner. It is plain that Japan is becoming more and more convinced that Russian domination in Manchuria is a standing menace to the peace of the Far East and to the position of Japan herself in particular. The opinion of Europe is divided between those—the majority, we fear—who have come to the conclusion that Manchuria cannot escape Russianisation and those who agree with the Japanese view. We fancy that there is little doubt among the more far-seeing commercial men settled in the Far East that a Russian Manchuria means a closed province. The China League has taken the lead at home among other bodies who watch over British interests in China in the task of converting Great Britain generally to this view. We trust that it may succeed in creating a strong enough public interest in the matter to encourage our irresolute Government to set with decision, and with as little delay as possible in seeing that Russia carries out her pledges about Manchuria. We are told that the shelving of the Manchurian Convention was a victory. It is really little more than an initial success, which promises, however, if followed up, to result in a victory for the cause of the integrity of China.

During the 24 hours ending at noon yesterday there were reported 25 fresh cases of plague and 18 deaths (all Chinese).

A general order was issued yesterday to members of the Hongkong Volunteer Corps to attend the funeral of Gunner Harold Thorne, Field Battery, whose death from plague is announced in another column.

We learn that the capital of the new Company, to be known as Messrs. Powell, Limited, has been fully subscribed. The intention of the Company is to develop the business in Hongkong as much as possible, present circumstances and the growth of the colony appearing very favourable to such a course.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. Programme:—
Overture "Sweet Breeze" Aubrey
Waltz "Flight of Ages" C. Lowthian
Song "Der Trumpeter von Sakkingen" Neesler
Serenade "You Sleep" Sullivan
Waltz "Frensch der Leben" Strauss
"God Save the King."

We call our readers' attention to the notice in another column announcing a Royal Naval Band concert at H. M. Naval Yard to-night. A very excellent programme will be provided. The band is that of H.M.S. *Gloria*; the vocalists include Mrs. Canton, Hamilton, and Fullerton, Commander Orpen, B. N. Messrs. Butcher and Warder. Mr. Allen will recite; there is to be a string trio, and the bandmaster will contribute a concert solo; and in conclusion Mrs. Hamilton and the Rev. E. H. Good, R.N., will give Mendelssohn's "Autumn Song." As will be seen, the selection is admirably varied.

The Portuguese steamer *Admiral*, which has long been a familiar sight here, left Singapore for Lisbon on the first instant.

The Remount Depot and Audit Department are to proceed North, and will probably leave by the E. I. M. steamer *Canal*, due here about the beginning of next week.

The following lawn tennis matches are fixed for to-day at 3.30 p.m.:—Championship Final—Cox v. Pinkney; Double Handicap Final—Barrett and Yeats v. Grist and Smith.

The British India steamer *Unita*, which has been chartered by the Government as a transport, is expected to be ready to embark the Bengal Lancers for home by about Wednesday.

The *Universal Gazette* hears from Ningpo that the Chekiang missionaries have agreed to accept \$364,000 as indemnity for losses incurred by them and their converts during the riots in that province last year.

It is believed, says the *N. C. Daily News*, that some two or three thousand salt-smugglers are daily expected to arrive in Shanghai and its vicinity, since the attack upon them by the native authorities at Kiangyin has made the place too hot for them.

The following appointments have been made at the Admiralty:—Deputy Inspector-General W. B. Drew, to Hongkong Hospital, to date April 11. Sub-Lieutenant, R.N.R.—H. T. M. Watkins, to the *Ocean* for 12 months' training as acting Lieutenant, to date April 10.

The Mon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
W. J. Saunders \$25
W. D. Graham 10
Under \$5 3

The *Talbot*, cruiser, was commissioned at Devonport on 10th ult. by Captain F. G. Stopford, with a crew of 437, to relieve the *Dona Ventura*, cruiser, Captain C. J. G. Sawle, on the China Station. The *Talbot* will bring out a new crew for the *Woodlark* river service boat, Lieutenant and Commander H. E. Hillman, which is to be recommissioned at Shanghai.

In consequence of the augmentation of the Chinese regiment, the Colonial Office has applied for the services of a number of infantry non-commissioned officers not above the rank of colour-sergeant, for service therewith, on a two years' engagement. The emoluments range from £150 to £200 per annum, with £20 per annum extra if proficient in the Chinese language.

A Chinese gentleman living near Shanghai has presented to the Rev. Timothy Richard to be handed over by the latter to the Municipal Council for the benefit of the foreign and native community there, his magnificent library, which contains a number of very valuable and in some cases unique Chinese works, and the sum of fifty thousand dollars for the erection of a suitable building. A scheme is in contemplation to unite in one building this library, the Museum, the Royal Asiatic Society's library, etc.—*N. C. Daily News*.

Orders have been issued for the cruiser *Eclipse*, refitting at Chatham Dockyard at a cost of £19,316, to hoist the pennant on 30th May for a three years' commission on the China Station. The *Eclipse* returned to England a few months since from the East Indies Station, where she served a commission as flag-ship. She is a sister cruiser to the *Isis* and the *Dido*, which were transferred from the Mediterranean to the China Station last year, and will be recommissioned at Hongkong with new crews on completing the present commission.

The Admiralty have given orders for the following ships serving on the China Station to return to England during the financial year 1901-1902, on being replaced by ships sent out to relieve them:—The first-class battleship *Centurion*, for seven years flagship of the Commander-in-Chief of the China Station; the first-class battleship *Barfleur*, flagship of the second in command on the China Station, which was transferred from the Mediterranean to the China Station three years since; the second-class cruiser *Bonaventure* and *Hermione*, the second-class gun vessel *Lianet*, and the first-class gunboat *Pearcock*.

As the Hongkong Canton & Macao Steamboat Co.'s steamer *Fatshan*, Captain Louiss, was on her way down to Hongkong, on Thursday night, while between Beddingfield Point and Tiger Island, cries of distress were heard. A heavy squall with rain, thunder, and lightning was in progress and the night was extremely dark. The *Fatshan*, however, stopped, and the star-board quarter boat was lowered and manned, Chief Officer Ryder being in command. In about half-hour the boat returned, having picked up two scared and miserable-looking Chinamen, the survivors of a small junk which had capsized. The *Fatshan* then proceeded on her way, and on her arrival at Hongkong landed the two unfortunates.

The Glen steamer *Glenlyne* (a name familiar in connection with the cross-ocean with the China Navigation steamer *Hangchow* at present under consideration at the Supreme Court) and the Douglas steamer *Haichang* have been chartered by the military authorities as transports. The *Glenlyne* has gone alongside the Dock wharf at Kowloon to be fitted up, and it is expected that she will be ready by about a week. Her first trip, it is understood, will be to Taku, where Indian troops will be embarked for Calcutta. The charter is an indefinite one. The *Haichang* electrically-lighted throughout and possessing excellent accommodation as a troopship, is also undergoing alterations to fit her for the transport of native infantry. She will be commanded by Captain T. W. Hall.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 10th May, 7.35 p.m.

LATEST PLOT AGAINST THE EMPEROR.

Reliable information from Hsianfu states that the Empress Dowager's favourite eunuch, Li Lien-yang, is heading a strong reactionary party, including Lu Chuan-lin and Yang Lu, inside Hsian, and several high provincial officials outside, with a view to abolishing the Emperor and substituting Prince Tuan's son, Pu Ch'un, on the throne.

TROOPS BEING PREPARED.

It is believed that Prince Tuan and General Tung Fuhsiang are preparing their troops and await the Empress Dowager's commands.

GENERAL NEWS.

London, 9th May, 11.45 p.m.

THE ROYAL VISIT TO AUSTRALIA.

H.R.H. the Duke of Cornwall and York has opened the Federal Parliament of the Australian Commonwealth. He read a message from King Edward wishing the Commonwealth every happiness and prosperity. The Royal visit has evoked boundless enthusiasm.

MONEY MARKET.

Consols stand at £98½. Weekly advances on the loan market range from 3½ to 3¾ per cent. Japanese New Loans are at £78½. Bank rate unchanged.

SHANGHAI RACES—SPRING MEETING.

SHANGHAI, 9th May.

NIL DESPERANDUM CUP (WALERS).

Mr. Bruce Robertson's *Mother Superior* ... 1
Mr. Jollekin's *Darling* ... 2
Mr. Hopfield's *La Plata* ... 3
Time, 2.6 2/5.

REUTER'S SERVICE.

London, 8th May.

THE THREATENED STRIKE OF COAL MINERS.

The coal miners have decided against striking.

SOUTH AFRICA.

Sir Alfred Milner has left Capetown for England.

Colonel Plumer's column has arrived close to Pretoria, having marched unopposed from Oliphants River, through a difficult country, the enemy everywhere fleeing before it.

THE STRANDED "SOBRAON."

Mr. H. A. Ritchie informed us yesterday afternoon that no instructions had so far been received from the head office of the P. & O. Company in London as to the steps to be taken with regard to the wrecked liner, and that until the receipt of these instructions nothing could be said as to the course to be adopted. Meanwhile, the salvage operations at Tung Yang Island have been stopped, all hope of ever again floating the steamer having been definitely abandoned. It is hoped, however, that the machinery may be saved.

Captain Wilner and other officers of the *Sobraon*, with the remainder of the wrecked passengers, arrived yesterday by the *Ballarat*. The officers, of course, are unable as yet to make any statement in view of the necessary enquiry.

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Queen Adelaide*, sailed from Tacoma for Japan and Hongkong on the 8th inst.

The N. Y. K. steamer *Ana Maru* (European line) left Kobe via Moji for this port on the 8th inst, and is expected to arrive here on the 15th inst.

The Austrian Lloyd's steamer *Giulia* left Kobe via Moji for this port on the 9th inst.

The Indo-China steamer *Saisang*, from Calcutta and the Straits, left Singapore for this port on the 8th inst, at 6 p.m.

The N. P. steamer *Olympic* has arrived at Yokohama, and sailed for Tacoma on the 9th instant.

THE PLAGUE.

We regret to state that Mr. Harold Thorne, member of the staff of Messrs. A. S. Watson and Company, succumbed to plague at Kowloon Town Hospital on Thursday night. The deceased, who, we learn, was only 23 years of age and arrived from England about five months ago, was buried yesterday evening at the Happy Valley, the funeral being attended by the members of the staff of Messrs. Watson and Company, and a number of Volunteers and personal friends.

In reference to the cause of the cases of plague which have occurred amongst the European staff of the Hongkong Dispensary, Messrs Watson state that no special reason can be assigned, for the Dispensary buildings themselves are kept in a perfectly sanitary condition. They are painted and colour-washed at regular intervals, and all drains, &c., are disinfected daily throughout the year. Since the late occurrences, the premises have been disinfected and carefully examined by the Sanitary Board officials, and nothing could be found to be at fault from a sanitary point of view, but as a precautionary measure the European staff is being temporarily housed at Kowloon, whilst the European assistant on duty at night lodges in a room within easy call of the Dispensary.

Yesterday morning a third assistant at the Hongkong Dispensary developed symptoms of plague. He had, in common with the rest of the staff, ceased to live over the Dispensary and had removed to other rooms. For four days he was suffering from what appeared to be fever. Yesterday, however, undoubted plague bacilli were discovered in his blood (which had been examined daily), and he was removed to the Hospital without loss of time. We believe that the discovery of the bacilli at so late a stage is very unusual, as the fifth day of the disease is usually the critical period.

SUPREME COURT.

Friday, 10th April.

IN ADMIRALTY JURISDICTION.

BEFORE SIR JOHN CARRINGTON, Kt.,
C.M.G., COMMANDER BLACKBURN,
B.N., AND CAPTAIN ANDERSON.

THE "HANGCHOW" "GLENLYNE" COLLISION.
—CROSS-ACTION FOR DAMAGES.

The case for the *Hangchow* having concluded on Thursday, Mr. Sharp resumed that for the *Glenlyne*.

Captain Darke, master of the *Glenlyne*, at the request of his Lordship, marked the exact spot of collision on the large scale chart handed to him, and placed two models of ships in position to show the angle between the *Hangchow* and *Glenlyne* at the moment of collision.

Examined by Mr. Sharp, Captain Darke said that at the moment of impact the *Glenlyne* was either stationary or going astern. So far as he could remember, there had been no material change in the position of the Northern Fairway all the time he had been running to Hongkong—a period of ten years—nor in the anchorage next to the Fairway. That morning he had seen six ships moored in what he considered was the Central Fairway, one of these ships the *Fernandez*. The *Admiralty Sailing Directions* said that the anchorage was marked by a line of buoys, and that book was the one he would lay beside his chart on coming into harbour. It was a master's bible, so to speak.

By Mr. Francis.—Coming through the harbour, witness used no chart at all, he had a pilot on board. Until after the collision, he had no chart of the harbour on board like the one produced. His knowledge of what that chart contained was not acquired since the collision. Witness always took a Chinese pilot on board when coming into the harbour. The pilot usually pointed out the buoy, and witness steered what course he (witness) thought best. The pilot was not in the habit of pointing out the course.

A reference at this point to Captain Darke's earlier evidence showed that he had made an entirely opposite statement—that on the day of the collision the pilot pointed out the course to be steered.

By Mr. Francis.—Witness could not say when Jardine's buoys ceased to be used by him. The *Glenlyne's* mean draft at the time of the collision was 21 feet, and her deep load line 23 feet 2 inches; she was a little low by the head. Witness did not remember where he picked up his pilot on the day of the collision; the pilot directed the course to Green Island, but not through the shipping in the harbour. The agent from the Wharf Company at Kowloon told witness where to anchor, and gave him his anchor. Witness had had no copy of the Harbour Regulations since the collision, but remembered having had one before then. When coming into the harbour witness generally took the Northern Fairway; his knowledge of the limits of that Fairway was not gained from Chinese pilots, but from ten years' experience. Pressed for an explanation, Captain Darke said he had no other experience other than that gained by steering through the Northern Fairway with a Chinese pilot on board. Witness said that at any time paid the slightest attention to the Harbour Regulations beyond flying the pennant.

When Mr. Francis had been cross-questioning Captain Darke for an hour and a half, his Lordship interrupted to say that the matter appeared to be simply one of argument.

Mr. Francis replied that he was endeavouring to show that Captain Darke had no experience of the Northern Fairway, but had taken it at all times from a Chinese pilot, that he had disregarded the Harbour Regulations, and that he never saw the chart of the harbour before him till after the collision.

The cross-examination was then continued on the same lines until the adjournment for the afternoon. On the court resuming, Mr. Francis in cross-examination of Captain Darke, elicited the admission that had the *Glenlyne* gone full speed astern in the interval between the first and second blast a collision with the *Hangchow* might have been avoided.

The cross-examination of this witness occupied practically the whole day.

The *Globe* has this:—"A preacher who addresses himself in large letters outside his chapel, displays this week a big placard with the following announcement:—The Rev. A. B. will talk next Sunday 'Why was I Born?' We regret our inability to assist him in finding the answer." (Perhaps it might help out our home contemporary to suggest, in the words of the song—"Couldn't help it: had to!")

POLICE COURT.

Friday, 10th May.

BEFORE MR. HAZELAND.

THE CHINESE RAIL.

The eight Chinamen described as shufflers, clerks, etc., who were brought up on a charge of gambling, the first two defendants being also charged with keeping a common gaming house at 61, Connaught Road, were brought up again this morning.

Detective-Inspector Hanson produced two memoranda which had been written upon by the defendants in Chinese, and which had been translated for the purpose of the Court. The Inspector also produced a book which were the rules of the Club, and a leather cover containing the names of those invited to the Club. The fifth defendant had issued invitations to the members to be present on the day after the seizure to assist at the Club. A memorandum, which was a borrowing sheet bearing the names of the members of the club who had borrowed money from other members, was also produced.

By Mr. Hastings.—The dominoes were hoisted about the middle of the table. \$32.50 was taken in front of the first defendant on the table.

Mr. Hastings said that he was instructed that the constable who entered the room first had arranged two dominoes in front of each player.

Mr. Hanson went on to say that when he went in the house the seventh defendant said "You see I was not gambling, Inspector. I was on the verandah."

An expert in the art of Chinese gambling games was put into the box to explain the game of put kau.

Sergeant Grant was the last witness called by Chief Detective-Inspector Hanson, and said that he was the last one to go into the house. On the second floor he observed a man rush to the telephone and ring the bell, which appeared rather strange to witness, as no answer was rung. The telephone was a communication from that room to the room where the gambling was going on.

Mr. Hastings said that the evidence of the first witness was all that could be taken, and he had reason to believe that that witness was deliberately lying.

The first defendant then made a statement in which he said he saw the first constable take up the dominoes and put two in front of each player and left them there; the Inspector afterwards making a sketch of the dominoes as they then appeared. The defendant told the Inspector they were not in that position. The constables did not see any play, as they had already finished. The case was then adjourned for time.

On resuming Mr. Hastings, in a somewhat long but valuable defence, addressed the Court. His Worship then summed up. He found the two first defendants not guilty on the charge of keeping a common gaming house, but the first five he found guilty of gambling, and fined them \$15 or one month's imprisonment. The other three defendants were discharged. All implements and money used for gambling were forfeited to the Crown.

BEFORE MR. KEMP.

UNLAWFUL POSSESSION.
Cheung Tse was charged for having in his possession 13 pieces of clothing on the 1st inst., reasonably suspected of having been stolen. Chinese constable 151 having proved the case, defendant was fined \$15 or 14 days' hard labour. Defendant wanted to take the 14 days.

TOO MANY PASSENGERS.
P. C. B. Johnson appeared to charge the master of the steam-launch *Tai Yung* for carrying 37 passengers in excess of the number allowed by defendant's licence. P. C. Johnson said that on the 8th inst. he stopped defendant's launch, but before the witness could get on board the defendant had moored his boat and several of the passengers had gone ashore, he having counted 25. The defendant made various excuses, which availed him nothing, however, and he was fined \$37 or one month's hard labour. He paid the fine.

OPTIUM AGAIN.
Chan Shun was charged by Excise Officer 93 for having in his possession nine mace of prepared opium without a valid certificate on the 9th inst., and he was fined \$25 or six weeks' hard labour.

Defendant went to prison.
ANOTHER CASE.
Excise Officer 40 charged Wong Choi with having eight mace of prepared and four and a half mace of raw opium on the 9th inst., and he was fined \$75 or three months. He went to prison.

UNLAWFUL ANCHORAGE.
P. C. Last charged Chan Cheng for anchoring his junk within the prescribed area of the Telegraph Co.'s cables on the 9th inst., and he was fined \$25 or six weeks' hard labour.

THREE FROM THE N. Y. K. LINES.
For stealing three brass weights from the Naval Authorities on the 9th inst., Chan Tong was sent to goal for one month with hard labour.

AUSTRALIA AND THE JAPANESE.

A question of considerable Imperial importance is now pressing itself on the attention of Mr. Barton's Government, and refers to the position of the Japanese in the Commonwealth of Australia. In the past, says the *E. & G. Express*, it was the Queenslanders who were most anxious to see the Japanese excluded, but before the numbers had increased to any very appreciable extent the Government of the Colony was able to come to an agreement with the Japanese Government, whereby the number of fresh arrivals was restricted to the same number as the departures. In this way the number of Japanese was kept stationary, and the Japanese Government has faithfully lived up to the terms of its agreement. Now the power of legislation in respect of immigration is now withdrawn from the States and vested in the Federal Parliament, Japan has intimated to Queensland its intention to determine the agreement that has existed hitherto for a fresh one, in which a full recognition shall be made of the position to which the Japanese as a people have attained. They claim that they cannot be classed as "Asiatics" in the sense in which the word is generally used in Australia, and that Japanese, in entering Australia, must be as free from restrictions as the people of Europe or America. The question is not a new one, and again, more especially in Queensland, but hitherto the *modus vivendi* already mentioned has prevailed without friction. In view of Imperial interests the position of Mr. Barton's Government is a peculiarly difficult one. Though the Japanese do not like being lumped with the Chinese, Japanese, and other races, as "Asiatics," the Australian voter will persist in regarding them as about the most dangerous immigrants of all, inasmuch as there are very few avowed restrictions to which they cannot turn themselves with success.

DEATH OF A WELL-KNOWN
PARSI.

The obituary announcement in the *Daily Press* of the 9th May deserves more than a passing notice. On the 5th May, 1901, Sir Dinshaw Maneckji Petit, Baronet, died at the age of 78 years at his residence in one of the healthiest and loveliest spots in Bombay, the Napean Sea Road, a high and salubrious district mainly populated by European, Parsi, Mahomedan and Hindu families. The deceased Baronet began life in commercial pursuits. His father was a manager in the French firm in Bombay some years ago, the senior of which was Mr. Petit, and it is from that connection that this well-known Parsi family derives its name. The father being a shrewd man soon rose in mercantile circles and eventually succeeded in setting up an independent business, and joined with himself his two sons, the deceased Baronet, and his brother, the late Mr. N. M. Petit. Father and sons did a very large trade with China, just as many leading and influential Parsis of old times did, and notably the first Parsi Baronet, Sir Jamsetji Jijiboy, who had close and intimate business relations with the local firm of Messrs. Jardine, Matheson and Company. Father and sons were all men of broad sympathy and wide-reaching liberality. There is no institution, public or private, in Bombay or elsewhere in India, the exchequer of which has not at one time or another cashed a cheque signed by the deceased. He was a merchant and mill-owner and agent, having more than half a dozen mills under his management. He had himself amassed immense wealth and was a great philanthropist. He extended his hand to all castes, communities, and nationalities indiscriminately, and never forgot the needy and poor of his own community. Even on his death-bed he signed a cheque in support of a Municipal charitable institution in Bombay to the tune of a quarter of a million. He was the second Parsi, and for the matter of that, the second Indian Baronet. Both have left a memorable name by their munificent and catholic charities, to the extent of a million between them; and Englishmen in India and England delight in calling them the Parsi Paribhoies. The deceased Baronet was one of the trustees of the Parsi Parishad, a time-honoured institution, whose only function in these days is the guardianship of the many and various charitable institutions and the funds belonging to them for the use, benefit, and welfare of the Parsi community in Bombay and elsewhere.

The deceased was more than once a member of the Legislative Council of Bombay and once a member of the Imperial Legislative Council of the Viceroy and Governor General of India. —Contributed.

JOINT STOCK SHARES.

Messrs. Vernon and Smith say in their weekly share report, dated Hongkong, 10th May:—Business has continued active during the week, now brought to a close, and rates, with the notable exception of Rarbs, have been well maintained. BANKS.—Hongkong and Shanghai have been dealt in at 390 per cent. premium, and the market closes steady at this rate. The London quotation has advanced to 263. NATIONALS are unchanged, and without business. MARINE INSURANCES.—Unions have been placed at 320, and the demand for shares continues at 325. China traders are wanted at 328. Canton has been sold and have further buyers at 317. FIRE INSURANCES.—Hongkong Fire has been sold at 360, and more shares are wanted. China Fire, after sales at 388 and 387, is quiet at the lower rate. SHIPPING.—Hongkong, Canton, and Macao have been dealt in to a large extent at 335, and more shares are to be had at the figure. Indo-China, after advancing rapidly to 314, is somewhat easier with sellers at 314. China Manila (old) are on offer at 307, and the new shares are at 304. China Manila (old) have been sold at 304 and the new shares at 310, with further lots of the latter obtainable at quotation. Shell Transport and China Mutuals are unchanged. REFINERIES.—China Sugars are on offer at 3135, and Luzon at 338. MINING.—The feature of the week has been the phenomenal fall in the value of Rarbs from 330 to 324, at the lower of which rates there are further sellers. Singapore reports almost a panic in its market, owing to financial difficulties among large holders of the stock, and a bad rumour would appear also to have something to do with the decline. Puntions have been sold at various rates up to 37, the market closing with sellers at 318. Preference shares have been placed in large lots at 310 and 312, and the market closes with further sellers at 314. Charbonnages have improved to 3300, at which there are buyers. DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been in good request during the interval, and after sales at 3305 rose rapidly to 3315, at which further shares can be placed. A sale is reported late to-day at 3317, cash, and a further item on time at 3330 for August. Hongkong and Kowloon Wharves have been sold at 3104 and 3102, and close with buyers at the higher rate. Wan-chai are wanted at 303, and New Amoy Docks at 322. LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been sold at 3240 and 3199, but close weaker with sellers at 3198. West Point has been placed at 354 and 355, and close with buyers at 355. Hongkong Hotels have continued in demand, and have further buyers at 328. Humphreys Estates are wanted at 314. Oriente Hotels are to be had at 390. COTTON MILLS.—Sales of Ewos are reported at 115, 50. Other Northern stocks under this heading are unchanged. Hongkong Cottons have come into request again at 373. MISCELLANEOUS.—Green Island Cements have been sold at 318 to 320, and close with buyers at 320. China Bories have been sold at 338. A. S. Watson & Co.'s are wanted at 317. Electricities have been placed at 3124 and 321 for the old and new shares respectively. Icos are wanted at 3175. United Alabesters can be placed at 311 and China Providents at 324. MEXICO.—Messrs. A. S. Watson & Co. Ltd. advertise their sixteenth annual ordinary general meeting for the 22nd instant, transfer books to be closed from the 16th to the 25th instant, both dates inclusive.

JELEBU MINING AND TRADING
COMPANY.

The following report was presented by the directors of the above company at the twenty-third ordinary general meeting held on Thursday the 9th inst., at 16 Collyer Quay, Singapore:—

ALUVIAL.
This account shows a net profit of \$5,305.87, against \$8,776.85 in the previous half-year. The alluvial deposits hitherto worked are becoming exhausted, but as several new "kongas" are now starting on new land it is hoped that the result for the current half-year will be better. Advances to miners show a small increase as compared with the previous half-year. The manager reports all advances as safe. The future of the Company, however, depends entirely on the development of the lodes, and while the alluvial business is worth doing as long as it yields a profit, your directors do not look upon it as likely to yield a large revenue in future.

LODGE MINING.
The development of the various lodes has been pushed on vigorously, with the result that to-day there is enough stone in sight to keep the battery of 20 head going for over a year and the lodes continue to open up well. Two new sets of winding gear have been purchased and will shortly be erected; when this is done all the machinery at the mines will be in first class order. After crediting the aluvial profit of \$5,305.87 the Profit and Loss Account shows a debit balance for the half-year of \$27,715.51. The whole sum spent on development of the lodes, viz., \$40,820.98, and the usual depreciation on buildings, machinery, and plant, has been charged to Profit and Loss Account, your directors considering this course to be better policy than making any addition to the Contingency and Development Account (standing at \$150,000) until the lodes are returning substantial profits. Charges at Singapore show a considerable increase, which is due to interest on bank overdrafts. The fresh issue of capital will greatly reduce this charge during current half-year.

BATTERY.
The 10 new stamps have been erected, and started crushing in March. A further 10 head have been ordered, your directors considering that the prospects of the lodes call for the provision of further crushing power.

CRUSHINGS.

Sept.	Stone crushing	Tons	7 for 2 oxide.
Oct.	"	451 for	5 12 wt.
Nov.	"	461 for	8 10 "
Dec.	"	506 for	8 "
Jan.	"	470 for	7 11 "
Feb.	"	"	"
March	"	840 for	10 18 "

Total quantity of stone crushed, 3,101 tons, producing 47 tons, 11 cwt of oxide (=1.53 per cent.), having an average assay of about 60 per cent.

NEW CAPITAL.
At an extraordinary general meeting held in February last it was decided to increase the capital of the Company to \$300,000, by the issue of 15,000 new shares. The shareholders took up 8,890 of the shares, equal to \$41,600, and your Directors decided not to issue the remainder for the present. This fresh capital does not appear in Balance-Sheet for the past half-year, having been issued since 18th February.

DIRECTORS.
On 18th December, 1900, the entire Board, consisting of Messrs. L. Huttenbach, C. E. F. Sanderson, D. P. Macdonnell, J. P. Joquin, and Mr. H. D. Lim, resigned, and a new Board, consisting of Messrs. J. E. Romeny, E. Nathan, and A. Barker was formed. Mr. W. D. Duman and Mr. J. Graham subsequently joined the Board. Mr. Romeny resigned on leaving for Europe, and Mr. C. J. K. van Asst took the place thereby vacated. Mr. Nathan resigned on leaving for Europe, and Mr. S. J. Nathan took the place thereby vacated. Mr. W. D. Duman resigned on leaving for Europe and his place has not been filled up. Mr. A. Barker retires by rotation, and being eligible offers himself for re-election. The auditors, Messrs. Gunn & Co., retire from office, and offer themselves for re-election. The general agents, Messrs. Huttenbach Bros. & Co., having resigned, Messrs. Syme & Co. have been appointed general agents.

MR. AUBERON HERBERT ON
THE FOREIGN TROOPS
IN CHINA.

In a letter to *The Times*, of about 2½ columns of small type, Mr. Auberon Herbert recapitulates the story of the European outrages in China. Before dealing with his subject he says that in China, after the great sleep, there are signs of a national awakening, and a widespread determination that a corrupt administration shall not indefinitely pursue its crooked diplomacy and give away the national estate to those who are the most practised and the most skilful in extorting concessions from weakness. He proceeds:—

It is, I think, a fitting moment for us just now to try to realise with real regret and contrition the bad part which the allied forces played in China during the earlier part of the occupation. Are there some excuses to be made? Yes, some. We must remember how infamously the Chinese Court has behaved, the cruelties committed by the Chinese themselves, and the maddening effect which such cruelties exercise on the temper of an army. The true punishment will be to confess the sinews of the whole thing publicly and straightforwardly, and try in some measure to repair the injury done to peaceful and unoffending Chinamen.

The German sin lies with those who directed, who were in authority, and who were beyond measure brutal and heavy-handed. In this matter the home German authorities are exceedingly to blame. "I'll have you to be told," expresses the spirit in which the German home authorities spoke of the Chinese, and very thoroughly their troops carried out the lesson. There was plenty of official murdering on the part of the Germans, but the worse forms, the private murders and the outrageous treatment of the women are—justly or unjustly—laid at the door of the French and Russian troops. Mr. Stein speaks of them as "leaving a grey trail of murder, rapine, and pillage in their wake." They were "indiscreetly brutal," and of them all the French marines were the worst. The *France Militaire* correspondent, however, gave the first place to the Russians. "Numbers of men have been sent to the rear for gross breaches of discipline. The Russians behave like savages." Let this be as it may, never before, I think, in our generation has Europe had occasion to be so utterly ashamed of itself.

LATE TELEGRAMS.

THE WAR IN SOUTH AFRICA.

London, 26th April.

FRESH BRITISH CASUALTIES.
The casualty lists show two of the East Lancashire and seven men captured near Klerkardop, on the 22nd instant. A Lieutenant in the Coldstream Guards and several Yeomen were also wounded near Pearson on the 22nd.

MOVEMENTS OF GENERALS FROM INDIA.
One of Sir Bindon Blood's columns has occupied Rosseval. General Locke Elliot's division, sweeping north-west of the Orange River Colony, has collected considerable stores and many Boer families.

GENERAL PREPARED TO TAKE SEA VOYAGE.
A *Times* telegram from Vredfort says that General French takes a sea voyage to recuperate.

BOERS REPORT A COMMANDO'S SURRENDER.
The latest from the Boer capital, dated the 22nd instant, states that a Landroost and 100 men have surrendered.

BOER PRISONERS IN INDIA.
Relative to the report that Ahmednagar was unharmed, Lord George Hamilton said that he had never heard that it was unhealthy for British regiments stationed there.

INDIA'S TROUBLES WITH HER PRISONERS BEGIN.
A report from Ahmednagar states that one of the Boer prisoners is missing. He is said to be George Gray, aged forty-five, short, gray beard, whiskers, and speaking English well. He is said formerly to have been in the Bombay police and then migrated to South Africa. At present the report lacks confirmation, but seems circumstantial.

ESCAPE CONFIRMED.
The Bombay police confirm the escape of a Boer prisoner, and are making enquiries. The man is believed to have been a police superintendent some eight years ago at the time of the riots in Bombay. He disappeared shortly afterwards. There is a reward of £50 offered for his capture as an escaped prisoner.

Further enquiries show that the escaped Boer prisoner was not a former member of the Bombay Police force. A strict search is being made for him. It is believed that he got clear of the ship in Bombay harbour.

THE CHINA OPERATIONS.
Calcutta, 25th April.

THE PUNJABIS AGAINST LONG ODDS.
General Gaselee telegraphs an account of the affairs of the 24th instant, when the 4th Punjab was severely engaged with a band of robbers near Fanning. In consequence of the appearance of the robbers near Lahore, Major Browning was despatched with 100 men of the 4th Punjab Infantry. They encountered 1,000 men, well-armed, near Fanning. Besides Major Browning and the one sepoy killed, Lieutenant Stanning and six sepoys were wounded. The detachment fell back upon Fanning, the enemy pursuing. On news of the fight being received the remainder of the 4th Punjab Infantry, under Colonel Radford, was ordered out. The enemy then retired to Tatouping. They were mostly mounted men.

COLONEL RADFORD ENGAGED.
Colonel Radford's party, joined by 100 men of the 6th Jats, a squadron of Jodhpur Lancers, 100 Japs, and a company of Lowaries, advanced on the 22nd and took possession of Tatouping, near the Great Wall, after considerable resistance. The enemy was dispersed to the hills. The casualties on the side of the Allies were six sepoys, one French, and two Japanese (wounded). Tatouping was destroyed.

On the 23rd the operations were continuing. 800 International, under Colonel Radford, left Shanhaikwan to punish the band which attacked the Punjabis and killed Major Browning. They met the enemy in force and killed 50 of them. The British had six, the Japanese two, and the French one killed. The enemy fled to the mountains closely pursued. The British found nineteen Krupp field-guns buried near Shanhaikwan.

THE ENEMY'S LOSSES.
General Gaselee telegraphs from Peking, April 24th, that Colonel Radford's column is returning to Fanning. The wounded are doing well. The enemy's loss is estimated at 500, in addition to its reported heavy loss on the 20th.

ATTEMPTED BRIBE OF INDIAN OFFICERS BY CHINESE.
The Chinese offered the Indian native officers who seized the Krupp guns and a quantity of ammunition, two cartloads of silver to leave the guns and say nothing.

FATAL BOXING MATCH IN LONDON.
The American boxer, Smith, who was knocked out at the National Sporting Club after eight rounds on Monday, has died at the Charing Cross Hospital from the effects.

THE GOLD IN LEITH—GOVERNMENT CLAIMS ALL.
London, 24th April.

The discovery of gold at Leith, Scotland, during some excavations, which was received at the outset with scepticism, has been confirmed. A quartz reef runs under King Street towards the water. Specimens assayed give 30 ounces to the ton. Government has claimed all the gold found.

GERMANY AND EAST AFRICA TRADE.
London, 24th April.

In the Reichstag Count Von Bulow is strongly supporting an Imperial guarantee for the railway from Dar-es-Salaam to Norogo; and in a speech to-day he said that the salvation of German East Africa depended on this line; otherwise all the trade would go by the British Uganda and Nyassaland routes.

London, 25th April.

The Dar-es-Salaam Railway Bill has been referred to a Committee of the Reichstag. Herr Richter added figures to show that it would be impossible for the line to pay.

Kaiser's Heir Begins University Career.
London, 25th April.

The Crown Prince of Germany entered Bonn University yesterday, in the presence of a brilliant assemblage. The Emperor, in a speech on the occasion, mentioned his own and the late

WHITE AND SOUND TEETH.
Rowland's Ointment is the best and purest dentifrice, being warranted free from any acid or gritty ingredients; it whitens and preserves the teeth, eradicates the formation of tartar, removes spots of incipient decay, polishes and preserves the enamel, sweetens the breath, induces a healthy action of the gums, causing them to assume the brightness and colour indicative of perfect soundness. Rowland's Essence of Teeth is the best preparation for dyeing the hair a permanent brown or black. Ask Store and Chemists for Rowland's articles, of 67, Hatton Garden, London.

Prince Consort's connection with the University, and cordially referred to Queen Victoria's constant striving in favour of friendly relations between the British and the German peoples, both being of Germanic stock.

SPLENDID COMET AT THE ANTIPODES.
London, 25th April.

A brilliant comet with a triple tail is now visible in South Africa and in Australia. **MANDALAY VISITED BY A STORM.**
Calcutta, 25th April.

A violent storm occurred yesterday at Mandalay. Considerable damage to property resulted, and twelve lives were lost.

LITTLE PLAGUE LEPUS IN CALCUTTA.
Calcutta, 25th April.

The Plague returns for Bengal show a further satisfactory decrease. The total cases for the week were 9,304, and only 27 cases occurred in Calcutta yesterday.

THE ALL-INDIA VICTORIA MEMORIAL.
Calcutta, 25th April.

The Victoria Memorial Fund now stands at 30 lakhs.

SOUTH AFRICAN FINANCE—LIVELY TIME PROMISED.
London, 25th April.

Mr. Arthur Basil Marham, member for the Mansfield division of Nottinghamshire, who at the sitting of the House of Commons on the 15th March denounced Messrs. Wernher and Beit as a common gang of thieves and swindlers, has now formally agreed to repeat his words in a speech to his constituents, in order to render himself amenable to an action for slander. Mr. Marham is a new Liberal M.P., and is a director of the Tredgare Iron Company.

THE INTERNATIONAL VARSITY SPORTS.
London, 25th April.

The International University Athletic Competition, comprising nine events, between Oxford, Cambridge, Harvard, and Yale, has been fixed to take place at New York on the 21st September.

INDIAN ISLAND PARCEL POST.
London, 26th April.

Lord George Hamilton, in the House of Commons, said that he hoped the proposals for the reduction of inland parcel postage now before the Indian Government would shortly be approved.

THE PROBLEM OF MANCHURIA.
In order to solve the many questions resulting from the "Boxer" rising in North China, we must take, as the starting-point of our argument, the necessity for the preservation of the integrity of Chinese territory. Chinese soil must remain Chinese property—this is the dictate not only of humanity but also of the interests which foreign Powers have vested in that country and maintain among themselves.

This is the principle which we have insisted upon; and this is the public sentiment in Japan. And we, moreover, believe that this principle is subscribed to by Western Powers, being the keynote of the Anglo-German Convention. Granting that all the world recognises the justice and force of this principle, we have nothing more to say. But what is Russia doing in Manchuria? Can we watch her actions on Manchurian soil without suspecting any ulterior motives? Russia has endeavoured to ally the suspicions of the Powers by stating that she has no idea of retaining permanent possession of Manchuria; yet her actual deeds have often been at variance with the spirit of the Anglo-German Convention and opposed to the theory of the preservation of China as an integral, openly professing alliance to the Convention, it is patent that she is trying to get Manchuria in her iron grasp. And it is for these reasons that we would call the world's attention to the problem of Manchuria. It is with profound regret that we see Russia, the instigator of the Peace Conference, acting as she does; for we are very anxious as to the result of her ill-advised actions and their influence upon the peace of the Orient.

There are those who believe that the preservation of China's integrity depends on the degree in the manner of such preservation. "We would not," they say, "compensate" to every inch of the domain China has hitherto called her own. But an argument of this sort proves that such speakers merely desire to glut their own ambition in exchange for the interests of others. There are, unfortunately, not a few who hold these views, and they would be willing to give Russia a free hand if they could satisfy their own covetous hearts. Is not Count von Bulow an adherent of these views? Even in Japan, one regrets to say, we hear of politicians who are ready to let Russia do as she pleases if Japan may have South China. "We would not," they say, "compensate" to every inch of the domain China has hitherto called her own. But an argument of this sort proves that such speakers merely desire to glut their own ambition in exchange for the interests of others. There are, unfortunately, not a few who hold these views, and they would be willing to give Russia a free hand if they could satisfy their own covetous hearts. Is not Count von Bulow an adherent of these views? Even in Japan, one regrets to say, we hear of politicians who are ready to let Russia do as she pleases if Japan may have South China.

Now of the whole of the Chinese Empire it is the northern part which is, economically speaking, of the greatest value to Japan. Out of a total of imports into North China, of 47,610,000 yen, Japan's share was 19,520,000 yen, or 40 per cent. With regard to imports from North China into Japan, beans and bean-cake being the staple, the figures are not small, and there is every prospect of a greater degree of international trade prosperity. But with Manchuria under Russian jurisdiction, how very great would be the loss to our national revenue! It may be urged that the conditions of trade will not vary even if the possession of Manchuria changes hands. This is an erroneous assumption, particularly if Russia become the owner of Manchurian soil. We know of at least one Osaka merchant who, after building up a good trade in Vladivostok in the cotton-thread of Kili, has been utterly ruined by the imposition of a heavy tax.

If, then, even Japan, so favourably situated geographically and economically, should be injured by a Russian possession of Manchuria, how very much more adverse would this state of affairs prove in the case of other Occidental commercial nations! The damage done Japan's interests would be direct; that suffered by others would be indirect, yet none the less vital. If all the Powers have made up their minds to submit to Russia's supremacy in the Orient, then we have nothing more to say. But surely no Western Power will be willing to make such a submission. What will they then do, when the favourable opportunity is lost and their position in the Orient undermined? They must either pocket their pride and make the best of a bad bargain, or else try to bring about some forcible change. This would not only endanger the peace of the Orient but jeopardise the tranquillity of the whole world. Our duty is thus to keep Russia from hying violent lands on Manchuria and in so doing to avoid future and regrettable contingencies. We are speaking as Japanese, yet the matter certainly does not concern us alone. Every other Occidental Power must share our views and stop Russia's encroachments, if she insists upon keeping Manchuria for her own. And if the West does not appreciate the vastness of the interests at stake, Japan must cast loose from her treaty allies and act promptly and independently. It is an easy matter to keep Russia back at the present moment, and the longer we leave this vital task unaccomplished the more difficult it will grow.

The conclusion that we arrive at in the problem of Manchuria, is to give the right:—vice back to China and to let her keep it for good. The only question is whether the Chinese Government in its present apparently desperate straits will be able to restore order in Manchuria and keep that province safe. We desire that China will unavoiably be disturbed. Yet China is apparently not strong enough to have Manchuria in safe keeping, or to prevent others from interfering with her title. Under present circumstances, Manchuria would forever figure as a cause belli. We would propose, therefore, that Manchuria shall be a buffer-state, under

comes a more facile, Korean independence and her "protection" have no meaning whatever. What can we get in exchange as a set-off for this? It is not so long ago that this was flung into our ears. But if Japan's possession of Liaoning was a menace to the peace of the Far East, then is Russia's seizure of Manchuria ten times as dangerous a not to speak of the fact of Manchuria being the cradle of the present Chinese dynasty—as it will, we fear, be the grave of her sovereignty. Manchuria must not be held by Russia! Those who truly desire the independence of China, or the preservation of her integrity, should let China keep possession of her Manchurian jewel, or, if this be impossible, let Manchuria be a buffer-state, belonging to no one in particular.

For the reasons above set forth, it is clear that a Russian possession of Manchuria is not only unjustifiable but even inimical to the interests of all other Powers. And now for Japan's particular. Our Empire has been termed the leader of the Far East, and its will is of no small weight in the international balance of power. This is perhaps more due to Japan's geographical situation than to her military and naval strength, all other powerful nations lying at so very great a distance. Japan's navy now aggregates 250,000 tons, with 59 torpedo-boats; her standing army is made up of 13 divisions, with a reserve of 20,000 men. These alone would not secure Japan's supremacy in the Orient, if other nations were as favourably situated from a geographical point of view, and vied with her. Russia is, indeed, a formidable rival; yet she cannot bid direct defiance to Japan because of the enormous difficulties entailed in despatching troops and provisions to the Far East. But if Russia held Manchuria, her geographical position would be quite as favourable as that of Japan, and the balance of power in the Orient would change hands at once. Russia is now about constructing a railway from Kailash to Nikolaiavsk, via Harbin; from Port Arthur to Harbin via Newchwang and Moukden; and finally from Kinchow to Chailin-chwang. When these roads are completed Port Arthur and Talien will be provided with munitions of war, while Manchuria is completely under Russian administration, it will be immensely difficult for Japan to keep pace with Russia. More than this, Russia is about to add 180,000 tons to her already large fleet. With all this in view, who can deny that Russia's possession of Manchuria would menace the stability of the Japanese Empire?

Again, viewed from the standpoint of Japanese economics, a Russian Manchuria would be highly undesirable. China, economists believe, is certain to be one of the world's richest markets. As far as Japan is concerned, China is even now her largest customer. If we review our trade with the outer world, it must be confessed that the greatest and most rapid progress has been made in the case of our commerce with China. In the matter of the export of cotton thread alone, the figures are truly marvellous. Up to the 36th year of Meiji (1893) the exportation of cotton thread to China averaged not more than 7,000 or 8,000 yen annually.

But look at the figures that follow:—

	yen
1893	60,000
1894	958,000
1895	over 1,000,000
1896	4,000,000
1897	13,400,000
1898	20,000,000
1899	30,000,000

Last year, although circumstances were most unfavourable, the trade amounted to not less than 20 millions of yen, and this we may take as the minimum. What enormous figures may be reached in future, we are not in a position to foretell.

Now of the whole of the Chinese Empire it is the northern part which is, economically speaking, of the greatest value to Japan. Out of a total of imports into North China, of 47,610,000 yen, Japan's share was 19,520,000 yen, or 40 per cent. With regard to imports from North China into Japan, beans and bean-cake being the staple, the figures are not small, and there is every prospect of a greater degree of international trade prosperity. But with Manchuria under Russian jurisdiction, how very great would be the loss to our national revenue! It may be urged that the conditions of trade will not vary even if the possession of Manchuria changes hands. This is an erroneous assumption, particularly if Russia become the owner of Manchurian soil. We know of at least one Osaka merchant who, after building up a good trade in Vladivostok in the cotton-thread of Kili, has been utterly ruined by the imposition of a heavy tax.

If, then, even Japan, so favourably situated geographically and economically, should be injured by a Russian possession of Manchuria, how very much more adverse would this state of affairs prove in the case of other Occidental commercial nations! The damage done Japan's interests would be direct; that suffered by others would be indirect, yet none the less vital. If all the Powers have made up their minds to submit to Russia's supremacy in the Orient, then we have nothing more to say. But surely no Western Power will be willing to make such a submission. What will they then do, when the favourable opportunity is lost and their position in the Orient undermined? They must either pocket their pride and make the best of a bad bargain, or else try to bring about some forcible change. This would not only endanger the peace of the Orient but jeopardise the tranquillity of the whole world. Our duty is thus to keep Russia from hying violent lands on Manchuria and in so doing to avoid future and regrettable contingencies. We are speaking as Japanese, yet the matter certainly does not concern us alone. Every other Occidental Power must share our views and stop Russia's encroachments, if she insists upon keeping Manchuria for her own. And if the West does not appreciate the vastness of the interests at stake, Japan must cast loose from her treaty allies and act promptly and independently. It is an easy matter to keep Russia back at the present moment, and the longer we leave this vital task unaccomplished the more difficult it will grow.

The conclusion that we arrive at in the problem of Manchuria, is to give the right:—vice back to China and to let her keep it for good. The only question is whether the Chinese Government in its present apparently desperate straits will be able to restore order in Manchuria and keep that province safe. We desire that China will unavoiably be disturbed. Yet China is apparently not strong enough to have Manchuria in safe keeping, or to prevent others from interfering with her title. Under present circumstances, Manchuria would forever figure as a cause belli. We would propose, therefore, that Manchuria shall be a buffer-state, under

the joint control of the Powers, that the province shall be thrown open to the world, and that civilisation in its best and broadest sense shall be introduced. If the boundaries of two strong Powers are contiguous, there always is the danger of an outbreak of war. But this peril can be avoided if some small country is made to intervene. This is the rôle played by Siam, between British India on the one hand and French Cochinchina on the other; by Afghanistan, between British India and Russian Persia. If we put Manchuria under international control, the result will be beneficial and immediate: we may then bid defiance to Russia's scheme of territorial expansion, and the Powers, with pure China, enjoy the blessings of peace. What we long to see is the awakening of our treaty allies to the vast future interests at stake; that they shall not be misled by the petty interests of the moment; that they shall take immediate steps to avoid a series of calamities in future. With regard to Japan, whose interests are directly affected, she must take the initiative.

We are told that China has, so far, refused to sign away her ancient rights in Manchuria. Whether she has rejected Russia's proposals or not is very immaterial, for Russia is not the country to give up a long-cherished plan without a struggle. On the contrary it is to be expected that she will take other, stronger measures, and still more greatly endanger the peace of the Orient. And if Russia acts thus, Japan will not hesitate to play her part manfully and with decision.

LIQUEURS.

	Per Bottle.	Per Doz.
ABSINTHE	1.50	11.00
ANISETTE	2.25	19.25
APRICOT BRANDY	3.00	—
BENEDICTINE, D.O.M.	3.50	2.00
BLACKBERRY BRANDY, French	2.25	1.25
Do. American	1.00	60
CHERRY BRANDY	4.00	2.25
Do. Green	5.00	3.00
COGNAC	2.00	1.20
COGNAC, Manhattan, Martini, Gin, &c.	—	1.00
CRÈME D'ARISTOT	2.25	—
Do. de Cacao	2.25	—
Do. de Framboises	2.25	—
Do. de Mandarine	2.25	—
Do. de Menthe	2.25	1.25
Do. de Moka	2.25	—
Do. de Noyau	2.25	—
Do. de Prunelle	2.25	—
Do. de Vanille	2.25	—
Do. de Violette	2.25	—
CURACAO, Red and White	2.25	—
KUMEL	1.25	—
LIME JUICE	1.00	—
MARSHMALLOW	2.25	1.25
ORANGE GIN	3.00	—
PEACH BRANDY	3.00	—
PEPPERMINT	2.25	1.25
RASPBERRY BRANDY	3.00	—
SHIRAZ, Coriander, Lemon, Green, diane and Gomme	1.50	—
SLOE GIN	2.00	—

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Gravel.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists. Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists. High-class Aca-
demic. Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories.
175, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers. 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

AI-PONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 100, Hulse Street.

MEER CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works. Amateurs' Requisites.

EM. MUMEY, JAPANESE ARTIST.
Engraving and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 24, Queen's
Road Central.

M. YEEA.
Japanese Photographer. 14, Beaconsfield
Arcade, Queen's Road. Also Wanahai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Fray's Central, next Hongkong Hotel.

IBISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineers Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Natal, Military and Court, 18, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos".
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

EDROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

QUAN WAH & CO.
DEALERS IN
ITALIAN MARBLE AND GRANITE
DESIGNS AND MONUMENTS APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1044]

OREGON LUMBER.

THE Underigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES. SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

POHOOMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale,
Indian, Chinese and Japanese Silk Goods,
Ladies' and Gentlemen's, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

AMERICAN MACHINERY

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Pumps, &c., on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHIN-
ISTS' SMALL TOOLS, BUILDERS'
HARDWARE, &c.
Made in America (U.S.A.).
Prices quoted F.O.B. New York, or c.i.f.
Hongkong.
REUTER, BROCKMANN & CO.,
Hongkong, 3rd December, 1900. [126]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the
SIXTEENTH ANNUAL ORDINARY
GENERAL MEETING of the Company
(since its registration) will be held in the
Board Room, at the Hongkong Dispensary, on
WEDNESDAY, the 22nd instant, at TWELVE
O'CLOCK NOON, for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to the 31st
December, 1900.

THE REGISTER OF SHARES will be
CLOSED from THURSDAY, the 16th inst.,
until SATURDAY, the 25th instant, both
days inclusive, during which period no Transfer
of Shares will be registered.
By Order, A. H. MANCELL,
Secretary. [1206]
Hongkong, 8th May, 1901.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per
Cent. upon Contributions for the year
1900, has been declared.
Warrants will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary. [1062]
Hongkong, 19th April, 1901.

THE YANGTZE INSURANCE
ASSOCIATION, LD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Twenty
per cent. being Twelve Dollars per
Share, on the Paid-up Capital of the above
Association, has been declared payable in
Tails at Exchange 73 at the Chartered Bank
of India, Australia and China or the Hong-
kong and Shanghai Corporation, Shanghai, on
and after SATURDAY, the 25th instant, of record
on the 18th April, 1901.
By Order of the Board of Directors,
W. S. JACKSON,
Secretary. [1160]
Shanghai, 24th April, 1901.

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
following:-

No. Shares.	Numbered.	In the name of
6	10	Anthony Babington, Esq.
7	11	Do.
8	12	Do.
9	13	Do.
10	14	Do.
11	15	Do.
12	16	Do.
13	17	Do.
14	18	Do.
15	19	Do.
16	20	Do.
17	21	Do.
18	22	Do.
19	23	Do.
20	24	Do.
21	25	Do.
22	26	Do.
23	27	Do.
24	28	Do.
25	29	Do.
26	30	Do.
27	31	Do.
28	32	Do.
29	33	Do.
30	34	Do.
31	35	Do.
32	36	Do.
33	37	Do.
34	38	Do.
35	39	Do.
36	40	Do.
37	41	Do.
38	42	Do.
39	43	Do.
40	44	Do.
41	45	Do.
42	46	Do.
43	47	Do.
44	48	Do.
45	49	Do.
46	50	Do.
47	51	Do.
48	52	Do.
49	53	Do.
50	54	Do.
51	55	Do.
52	56	Do.
53	57	Do.
54	58	Do.
55	59	Do.
56	60	Do.
57	61	Do.
58	62	Do.
59	63	Do.
60	64	Do.
61	65	Do.
62	66	Do.
63	67	Do.
64	68	Do.
65	69	Do.
66	70	Do.
67	71	Do.
68	72	Do.
69	73	Do.
70	74	Do.
71	75	Do.
72	76	Do.
73	77	Do.
74	78	Do.
75	79	Do.
76	80	Do.
77	81	Do.
78	82	Do.
79	83	Do.
80	84	Do.
81	85	Do.
82	86	Do.
83	87	Do.
84	88	Do.
85	89	Do.
86	90	Do.
87	91	Do.
88	92	Do.
89	93	Do.
90	94	Do.
91	95	Do.
92	96	Do.
93	97	Do.
94	98	Do.
95	99	Do.
96	100	Do.

with Transfer Deeds Attached having been
LOST, New Certificates for the same will be
issued one month from the date hereof, and the
Original Certificates will be considered by the
Company as null and void, and all persons are
hereby warned against accepting or negotiating
same.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th May, 1901. [1202]

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that PAUL
GUSTAV LEANDER PFUNT of
No. 4, Bury Street, St. Mary's, in the City
of London, has on the 15th January, 1901,
applied for the registration, in Hongkong, in
the Register of TRADE MARKS, of the
following TRADE MARK, viz., a pictorial
device representing a peacock sitting upon a
shell floating upon the sea, in the left hand
corner of the device being the representation of
a sun, in the name of the said PAUL GUSTAV
LEANDER PFUNT trading under the style of
the ANGLO-SAXON CONDENSED MILK
COMPANY, who claims to be the sole proprietor
thereof.

The TRADE MARK has been used by the Ap-
plicant in respect of Condensed Milk in Class
42.

A Facsimile of the TRADE MARK can be
seen at the Office of the Colonial Secretary of
Hongkong.

Dated the 15th day of March, 1901.
DEACON & HASTINGS,
Solicitors for Applicant.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that ARMIN
HAUPT, of Victoria, in the Colony of
Hongkong, has, on the 12th February, 1901,
applied for the registration, in Hongkong, in
the Register of TRADE MARKS, of the
following TRADE MARK, viz., 1. A pictorial
device representing three men, the centre one
having three heads on the top of the other,
the topmost head being surmounted by a crown
out of which protrude two feathers, his right
hand is leaning on the neck of a tiger, each of
the remaining figures has two heads on the top
of the other, the topmost head being sur-
rounded by a small crown out of which protrude
two feathers; each of the last mentioned figures
is clasping a snake. 2. A pictorial device
showing a pedestal on which is seated the eight-
armed figure of Bhudda with a demon standing
on each side. 3. A pictorial device consist-
ing of a pagoda occupied by a serpent and
the head of a woman with a man kneeling
before the pagoda and a horse fastened to a tree.
4. A pictorial device consisting of the
doorway of a house with a bat above and two
bats on either side, and in front thereof a stag
and four bowls containing plants standing on
four stands.

In the name of HERMANN MELCHERS,
CARL JANTZEN, ADALBERT KOPFF,
ARMIN HAUPT, and GUSTAV ADOLF
MELCHERS, who claim to be the sole pro-
prietors thereof.

The TRADE MARKS are intended to be used
by the Applicant in respect of the following
goods respectively, in the following classes re-
spectively, viz., Nos. 1 and 2 in Class 24 in re-
spect of Cotton Piece Goods, Nos. 3 and 4 in
Class 35 in respect of Woollen Piece Goods.

Facsimiles of each TRADE MARK can be
seen at the office of the Colonial Secretary of
Hongkong.

Dated the 8th day of March, 1901.
DEACON & HASTINGS,
Solicitors for Applicants.

[ALL RIGHTS RESERVED.]

JAN THE IRELANDER.

BY HALL CAINE.

Author of "The Christian," "The Mangan,"
"The Scapgoat," "The Bondman," "The
Maid," "The Beggar," &c., &c.

(Continued.)

CHAPTER II.

The Company in the inn stay late over their
cup, and it is dark when they break up to go
home. By this time they are all merry, and
the watchman is quite drunk. There is much
chaff of this guardian of the peace. If anybody
wants to commit burglary or manslaughter,
this is the chance for it. He'll get away free
while old Peter is sleeping off his liquor.

At length the roysters take off the watch-
man by arms and legs, the landlord puts out
the lamp that hangs under his sign, goes in,
and bolts his door.

Only Larry is left in the market-place. He
is straightening himself up for his meeting
with his wife.

Larry has to tell Lucy that he is going to
the whaling. He thinks he must tell her here
—here in the darkness—he can't face it out in
the light.

There is a pizza before the house. In one of
the windows above it a light is burning. She's
going to bed, he thinks. He picks up a handful
of gravel and dashes it at the window. Presently
the window opens, and Lucy looks out.

"Come down, Lucy. I've something to say
to you."

She begins to reproach him. Why doesn't he
come in the day? Ah, she sees what it is—
—he has broken his promise again.

"Don't be cross to-night, Lucy—not to-night
at all events. Come down, dear, I have some-
thing to tell you."

"Shall I?"

She closes the window, and presently comes
out on to the piazza.

"What a goose I am to come out of the house
at this time of night!" she says. "And what a
goose you are to wish it! We might be two
young sweethearts instead of staid old married
people with a great baby of five years old."

"Sweetheart! Why, so we are, and so we
will be always."

"You silly old goose! Be quick. What have
you got to tell me? I left little Lucy alone in
bed."

"Dear little Lucy! When I think of you
and the child I forget all troubles."

Well, that's just as it should be, isn't it?
"No, that's just as it should be. If I re-
membered them often I shouldn't so often
forget my duty to you."

"I know what you're going to say."
"I've been a brute."

"In that all?"

"A selfish, cowardly, ungrateful brute!"

She is wiping her eyes by stealth, but still she
says, "If you go on abusing my husband, sir,
I'll leave you and go indoors."

"They've been six cruel years for you since
I trapped you into this marriage."

"Trapped, indeed! Don't imagine you were
so wonderfully clever, sir!"

"I know what I'm saying, Lucy, and so do
you. The selfish indulgence, the cruel neglect,
and then the pity of strangers, the indifference
of friends, Oh, I've seen it all, Lucy, though
I've pretended not to, but I'm going to see it
no longer."

"I know what you're going to say."
"Turn that way, dearest. The man speaks
in a whisper over her shoulder, 'I'm going
away!'"

She turns about quickly and throws her arms
around his neck. "You shan't go. I know
what you're thinking of—you're thinking of
going to the whaling."

"Then he has told you himself?"

"Yes, and he told me something else, which
perhaps he didn't tell you."

"What is it?"

"That he had bought this house at the auc-
tion that he might give it to me; that it was a
wild life at the whale fishing, and perhaps you
hadn't brought yourself up to bear it; that if
you never returned I should want for nothing;
and—and don't you understand?"

He breaks away from her. "Understand?
What a blind fool I've been! But he shall
repeat it! 'Come at midnight,' he said. I'll
come, indeed. The traitor! The merciless
traitor! The merciless traitor! I'll choke
his treason in his throat."

Larry runs off in his rage. Lucy calls after
him. "Larry, Larry, wait, wait," but he is
gone. It is a very quiet dark.

"What have I done?" she thinks. "I
couldn't help it. I had to warn him. But
there will be mischief. Someone must go after
him." She calls into the house, "Nurse!
Nurse!" There is no answer. "She's asleep."

"There is a shout, and then a noise as of the
slamming of a door."

"What's that? What has happened?"

At that moment the sexton comes out of the
lych-gate of the church, lantern in hand.

"Were you calling, mistress?"

"No, sexton, no! Yes, the nurse—I called
the nurse."

"Twain that. Thought I heard somebody
shouting as I came through the churchyard.
Did you hear anything, ma'am?"

"No—no, I heard nothing."

"Must have been the owls again. Thought
it was a man's voice, though. Good-night,
mistress."

"Good-night, sexton."

The sexton goes off slowly, picking his way
in the darkness. Lucy runs into the house for
her cloak. There is a moment's silence, and
then Larry comes back. His rage is spent; his
eyes are full of horror; he drags himself after him.

"Where am I? What have I done? God
forgive me! How am I to tell her?"

Lucy comes out of the house with her cloak on.

"Larry? How glad I am. I was going after
you. I thought something might have hap-
pened."

"Don't touch me, Lucy. Something has
happened."

"You don't mean—surely you didn't—"

"There was a quarrel—a blow—he struck me
—I struck back—he fell—he is dead."

"No, no, no! Don't say that. You can't be
sure. Let us go back to him."

"Too late; he is dead, quite dead."

"Hush! I won't hear you. Let me think.
No one saw you, nobody knows it yet?"

"I know it, Lucy, and that is enough."

"How my head goes round! What's to be
done?"

"Only one thing now. Give myself up to
justice, pay the penalty of my crime, and go
through with it to the last."

"No, no, you must live."

"What is life to me now, Lucy?"

"You must fly away—the world is wide."

"My world is here, with you and with the
child."

"But we should know that you were alive, and
we could think of you, and talk of you, and it
would be the same to us sometimes as if—"

"My poor Lucy!"

"Don't speak! Let me think. I have it!
You must carry out the plan he made for you."

"The whaling?"

"Why not? They'll be enough off. No
body will follow you there."

"My poor wife! Only half an hour ago—"
"Hush! Things were different then. I can
part with you now. When does the coach go
past?"

"At two in the morning."

"Stay here. You might waken the servants.
I'll run in for your coat."

She hurries into the house, and presently
comes out

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BALLAARAT	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	ANTONIO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
LONDON	MAISON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LIVERPOOL DIRECT	MAISON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June
BREMEN VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, LONDON & ANTWERP, Y. SPORE, &c.	AWA MARU	Jap. str.	—	B. Heintze	MELCHERS & CO.	On 15th inst., at Noon.
MARSEILLES & LONDON	CAVON	Ger. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 17th inst., at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	SUEVIA	Ger. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
HAVRE & HAMBURG	STGOVIA	Ger. str.	—	Riguler	MESSAGERIES MARITIMES	On 20th inst., at 1 p.m.
HAVRE & HAMBURG	WITENBERG	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 21st inst.
TRIESTE, &c. VIA PORTS OF CALL	STGOVIA	Ger. str.	—	Foerck	HAMBURG-AMERIKA LINIE	On 21st inst.
NEW YORK VIA PORTS & SUEZ CANAL	APRIDI	Brit. str.	—	Hempel	SANDELL, WHEELER & CO.	On 10th June, P.M.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	Mosca	DODWELL & CO., LIMITED	To-morrow.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	Ostermann	DODWELL & CO., LIMITED	On or about 10th inst.
VANCOUVER, VIA MOJI, &c.	ATHENIAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	KINSHU MARU	Jap. str.	—	H. Morait, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 24th inst.
PORTLAND (OR)	TACOMA	Brit. str.	—	F. J. Horton	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
SAN FRANCISCO VIA AMOY, &c.	CHINA	Brit. str.	—	A. Dixon	DODWELL & CO., LIMITED	On 15th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	PACIFIC MAIL S. S. CO.	On 25th inst., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	WOOSENG	Brit. str.	—	—	TOTO KISEN KAISHA	On 16th inst., at Noon.
AUSUBAMA & KOBÉ	KASUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On or about 16th inst.
KOBÉ & YOKOHAMA	CHANGSHA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
NAGASAKI, KOBÉ & YOKOHAMA	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MOJI, KOBÉ & YOKOHAMA	ROSETTA MARU	Jap. str.	—	N. Tate	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SHANGHAI	KALAN	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day.
SHANGHAI & JAPAN	MIKE MARU	Jap. str.	—	Drowes	SIEMSEN & CO.	On 21st inst., at Noon.
AMOI & SHANGHAI	FLANDRIA	Ger. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 15th inst., at 4 p.m.
POOCHOW	PARMAMATIA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 24th inst.
POOCHOW VIA SWATOW & AMOI	JAVA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
SWATOW	WUHU	Brit. str.	—	S. Asumi	BUTTERFIELD & SWIRE	On 14th inst.
SWATOW, AMOI & TAIWANFOO	AKASHI MARU	Jap. str.	—	Robson	MITSUBI BUSSAN KAISHA	On 22nd inst., at Daylight.
TAMSUI VIA SWATOW & AMOI	DAIJIN MARU	Jap. str.	—	K. Sudzuki	DOUGLAS LAFRAIK & CO.	To-morrow, at Daylight.
MANILA	YUENSANG	Brit. str.	—	T. Ogata	MITSUBI BUSSAN KAISHA	To-day, at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	Rolf	JARDINE, MATHESON & CO.	On 16th inst., at 4 p.m.
MANILA	DIAMANTE	Brit. str.	—	Weigall	SHAW, TOMES & CO.	On 16th inst., at 5 p.m.
SINGAPORE, PENANG & BOMBAY	BISAGNO	Ital. str.	—	A. Ramsay	CARLOWITZ & CO.	To-day, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	P. Brunszawa	NIPPON YUSEN KAISHA	On 24th inst., at Noon.

SHIPPING.

ARRIVALS.
 May 9, APENRAD, German str., 611, Lorenzen, Haiphong 6th May, General—JENSEN & Co.
 May 10, BENLARIO, British str., 1,352, Kroble, Bangkok 3rd May, Rice—BRADLEY & Co.
 May 10, HANOT, French str., 749, Pannier, Haiphong 7th May and Hoihow 8th, General—A. R. MARTY.
 May 10, BALLAARAT, British str., 2,800, C. T. Denny, Shanghai 6th May, Mails and General—P. & O. S. N. Co.
 May 10, BENGAL, British str., 2,751, S. Barham, Bombay 24th April and Singapore 5th May, Mails and General—P. & O. S. N. Co.
 May 10, TAIYO MARU, Jap. str., 763, Kakima, Canton 10th May, General—CARNEZ.
 May 10, SUEVIA, German str., 782, J. Jensen, Canton 10th May, General—SIEMSEN & Co.
 May 10, CARLHAGEN, British transport, 5,198, R. Lender, Calcutta 29th April.
 May 10, DESCARTES, French cruiser, 4,000, de Sautou, from Poochow.
 May 10, THALES, British steamer, 838, A. J. Rabson, Haiphong 8th May and Hoihow 9th, General—DOUGLAS LAFRAIK & CO.
 May 10, PENNDENE, British str., 3,447, John Jones, Shanghai 5th May, General—DODWELL & CO., LD.
 May 10, HINAWA, British str., 1,753, P. M. B. Leko, Saigon 8th May, Rice—JARDINE, MATHESON & CO.
 May 10, ERYTHRA, British str., 1,040, Crockett, Canton 10th May, General—JARDINE, MATHESON & CO.
 May 10, FUSION, British steamer, 1,500, Lunt, Canton 10th May, General—CHINESE.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE, 10th MAY.
 Perseus, British str., for Manila.
 Benedi, British str., for Wobaiwei.
 Saint Mary, British str., for Sydney.
 Taiyo Maru, Japanese str., for Chiochi.
 Kong Beng, German str., for Bangkok.
 Sandakan, German str., for Sandakan.
 Emma Luyken, German str., for Singapore.
 Eweralda, British str., for Manila.
 Ohi, British str., for Moji.
 Irene, Chinese str., for Shanghai.
 Chiyeu, Amr. str., for Canton.

DEPARTURES.

May 9, WITTENBERG, Ger. str., for Shanghai.
 May 10, HITACHI MARU, Jap. str., for Kobe.
 May 10, GERMANIA, German str., for Hongkong.
 May 10, KONG BENG, Ger. str., for Bangkok.
 May 10, SANDAKAN, Ger. str., for Sandakan.
 May 10, EMMA LUYKEN, Ger. str., for Sandakan.
 May 10, SUNGKIAN, Brit. str., for Taiwanfo.
 May 10, HANUK, British str., for Swatow.
 May 10, GLENFALLOCH, British str., for Amoy.
 May 10, WOOSUNG, British str., for Canton.
 May 10, ESKERADA, British str., for Manila.
 May 10, ORI, British str., for Moji.
 May 10, IRENE, Chinese str., for Shanghai.
 May 10, CHIVUN, Amr. str., for Canton.
 May 10, HOIHOW, French str., for Haiphong.

VESSELS IN DOCK.

ABERNETHY DOCK.—U.S.S. Bennington, Lany Tain, Hongkong, Compagnie de Filipines, Burnside, Athenian, Hongkong, Centurion, Nanchang, Kiach Tung.
 COSMOPOLITAN DOCK.—Colonies, Petriana, Quarta.

SHIPPING REPORTS.

The British steamer Hsinang, from Suifu 6th May, had southerly winds and variable fine weather throughout.
 The British steamer Thales, from Haiphong 8th May and Hoihow 9th, had moderate S.W. winds, smooth sea and fine weather to Hoihow. From Hoihow to Mandarin Cape, moderate S.E. winds and sea; then squally and thick weather with heavy rain, thunder and lightning from 2 a.m. till 5 a.m. yesterday morning.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOI, AND TAIWANFOO.

THE Company's Steamship
 "AKASHI MARU,"
 Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 15th May, at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 1st May, 1901.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLAARAT,"
 Captain C. T. Denny, R.N.R., carrying His Majesty's Mails, will be despatched from this for Marseilles and London without transshipment on SATURDAY, the 11th May, at Noon, taking passengers and cargo for the above ports.
 All Cargo for Marseilles and London will be conveyed direct without transshipment.
 Parcels will be received at this Office until 4 p.m. the day before sailing.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to H. A. RITCHIE, Superintendent.
 Hongkong, 29th April, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND EBRATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAIO.

TAKING CARGO AT THROUGH RATES TO PERSIAN GULF AND BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
 Captain P. Brusca, will be despatched as above TO-DAY, the 11th May, at Noon.
 At Bombay the steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.
 Hongkong, 7th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above TO-DAY, the 11th inst., at 4 p.m.
 This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 8th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOI.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 12th inst.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 6th May, 1901.

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA."

Captain Ostermann, will be despatched for the above port on or about 10th May.
 For Freight, apply to CARLOWITZ & CO., Agents.
 Hongkong, 2nd May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRAPESSE, GENOA, PORTS IN THE LEVANTINE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE & HAMBURG	On 21st May { Freight.
Capt. Wagner	(Calling at Singapore)	
SEGOVIA	HAVRE & HAMBURG	On 31st May { Freight.
Capt. Foerck	(Calling at Singapore and Penang)	
WITTENBERG	HAVRE & HAMBURG	On 10th June { Freight.
Capt. Hempel	(Calling at Singapore and Colombo)	

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

Hongkong, 30th April, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	BALLAARAT	Noon, 11th May	See Special Advertisement.
MARSEILLES AND LONDON	CANTON	About 18th May	Freight or Passage.
	C. F. Lockstone, R.N.R.	May	
SHANGHAI	PARMAMATIA	About 24th May	Freight or Passage.
SHANGHAI AND JA-PAN	JAVA	About 31st May	Freight or Passage.
	G. W. Gordon, R.N.R.	May	

For Further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 24th April, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	VICTORIA, B.C. AND SEATTLE, U.S.A., VIA SHANGHAI, KOBÉ, MOJI AND YOKOHAMA	SATURDAY, 11th May, at 4 p.m.
F. J. Horton	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 17th May, at DAYLIGHT.
AWA MARU	MOJI, KOBÉ AND YOKOHAMA	TUESDAY, 21st May, at Noon.
N. Trent	KOBÉ AND YOKOHAMA	FRIDAY, 24th May, at DAYLIGHT.
MIKUN MARU	NAGASAKI, KOBÉ AND YOKOHAMA	FRIDAY, 24th May, at Noon.
M. Yagi	HAMA	FRIDAY, 24th May, at Noon.
WAKASA MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	FRIDAY, 24th May, at Noon.
J. B. Macmillan	SYDNEY AND MELBOURNE, VIA TOWNSVILLE AND BRISBANE	FRIDAY, 24th May, at 4 p.m.
ROSETTA MARU		
N. Tate		
HIROSHIMA MARU		
S. Yoshizawa		
KASUGA MARU		

Through passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company. Local Branch Office at Prince's Building, First Floor, Charter Road.

Hongkong, 29th April, 1901.

A. S. MIHARA,

Manager.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,911	A. Dixon	May 17th
VICTORIA	3,502	J. Pantou	May 28th
BRAEMAR	3,601	W. West	June 7th
GLENOCLE	3,750	W. Frakes	June 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table. DOCTOR and STEWARDSS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Dyra and St. Michael.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to BODWELL & CO., LIMITED.

Hongkong, 7th May, 1901.

General Agents.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.
 "EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 5th June, 1901.
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:

"TARTAR" 3,882 Tons. Comdr. H. Morait. About 24th May.
 Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 27th April, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTINE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 15th May
PREUSSEN	WEDNESDAY 29th May
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 18th June
SACHSEN	THURSDAY 27th June
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY 11th July
BAYERN	THURSDAY 25th July
STUTTGART	THURSDAY 8th August
KONIG ALBERT	THURSDAY 22nd August
PRINZESS IRENE	THURSDAY 5th September
PRINZ HEINRICH	THURSDAY 19th September
PREUSSEN	WEDNESDAY 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October
SACHSEN	WEDNESDAY 30th October
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November
BAYERN	WEDNESDAY 27th November

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL.	"MACHAON"	On 14th May.
GLASGOW and LIVERPOOL.	"ACHILLES"	On 16th May.
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 28th May.

FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 28th May.
LONDON	"MACHAON"	On 11th June.
LIVERPOOL, DIRECT	"ULYSSES"	On 18th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MOJI	"KALGAN"	On 11th May.
YOKOHAMA and KOBE.	"CHANGSHA"	On 13th May.
AMOY and SHANGHAI.	"WOOSUNG"	On 14th May.
FOOCHOW	"WUHU"	On 14th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, BANGGON,
COLOMBO, ADEN, SUEZ, PORT
SAID, FIUME AND TRIESTE.
(Taking Cargo at through rates to the Brazils,
to South Africa, Red Sea, Black
Sea, Levant, Venice and
Adriatic Ports).

THE Company's Steamship
"GISELA"
Captain Mosca, will be despatched as above on
SATURDAY, the 18th May, p.m.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 11th May, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLE, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th May, 1901, at
1 p.m., the Company's Steamship
"INDUS," Captain Riquier, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLE, via BOMBAY.
This Steamer connects at COLOMBO with
the S.S. "Polynesie," which vessel takes on her Pas-
sengers and Mails, leaving that port on the 1st
June, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 p.m.,
Specie and Parcels until 3 p.m. on the 18th
inst. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th May, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOOCHOW VIA SWATOW AND
AMOY.
THE Company's Steamship

"ANPING MARU"
Captain S. Azeumi, will be despatched for the
above ports on WEDNESDAY, the 22nd May,
at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"AFRIDI" 24th May
"HILLGLEN" 14th June
"LOWTHER CASTLE" 30th June
"HEATHBURN" About 17th July.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 6th May, 1901. (1193-878-1194-988)

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
ADOLPH ORRIG, American ship, Amherst.
Standard Oil Co.
CLAVERING, British str., J. Barker—Dodwell
& Co., Ltd.
"HILLGLEN" 14th June
"LOWTHER CASTLE" 30th June
"HEATHBURN" About 17th July.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, and
HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United
States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamer, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States, have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 6th May, 1901.

GEO. ECKLEY,
ACTING AGENT.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents and in connection with
OREGON RAILROAD AND NAVI-
GATION COMPANY
operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION"
between HONGKONG and PORTLAND
(OR) calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.

THE Steamship
"KNIGHT COMPANION"
will be despatched for Portland (OR) on
WEDNESDAY the 15th May, 1901.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.

Hongkong, 2nd May, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN, AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLSLE CITY" About 16th May.
S.S. "BELGIAN KING" About 16th June.

THE Steamship "CARLSLE CITY" will
be despatched for SAN DIEGO and
SAN FRANCISCO via MOJI, KOBE and
YOKOHAMA on or about 16th May.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th April, 1901.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 30th April, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"HYACINTH MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional goods will be carried on unless in-
structions are given to the contrary before
Noon, TO-MORROW.

Goods not cleared by the 14th instant will be
subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the
Godowns and Notice of same sent to the Office
before the 17th inst., or claims in connection
therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 7th May, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED
COMPANIES).

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship
"BISAGNO,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their risk
into the Godowns of the Hongkong and Kow-
loon Wharf and Godown Company, whence
delivery may be obtained. Perishable Goods to
be taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 13th
instant, will be subject to rent.

Bills of Lading will be countersigned by
CARLOWITZ & CO.,
Agents.

Hongkong, 6th May, 1901.

FROM HAMBURG, ANTWERPEN,
ROTTERDAM, PENANG AND
SINGAPORE.

THE N.D.L. Steamship
"WITTENBERG,"
Captain Hempel, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 p.m.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th inst. will be
subject to rent.

All broken, chafed, and damaged Goods, are
to be left in the Godowns, where they will be
examined on the 14th instant, at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th May, 1901.

HONGKONG
STEAMERS.

Apenrade, German str., 611, Lorenzen, May 10.
Jensen & Co.

Astoria, German str., 5,285, Wendt, May 9.
Carlowitz & Co.

Athenian, British str., 2,444, Mowatt, April 8.
G. P. R. Co.

Baharra, British str., 2,673, Denny, May 10.
P. & O. S. N. Co.

Bengal, British str., 2,751, Barcham, May 10.
P. & O. S. N. Co.

Benarig, British str., 1,352, Kroble, May 10.
Bradley & Co.

Benedict, British steamer, 1,483, Clark, May 3.
Hughes & Hough

Benlomond, British str., 1,752, Hutton, May 6.
Bradley & Co.

Bergenshus, Norw. str., 2,344, Svendsen, May 2.
Butterfield & Swire

Bisagno, Italian str., 1,510, Pietro, May 5.
Carlowitz & Co.

Burnside, Amr. str., 1,400, Laffin, April 14.
U.S. Government

Carlsle City, British str., 3,002, Paterson, May 8.
Butterfield & Swire

Changsha, British str., 1,463, Moore, May 7.
Butterfield & Swire

China, German steamer, 1,113, Voss, May 6.
East Asiatic Trading Co., Limited

Chowia, Ger. str., 1,155, Musing, May 9.
Butterfield & Swire

Clavering, British str., 2,085, Parker, May 6.
Butterfield & Swire

Compania de Filipina, Amr. str., 707, Orts,
April 3, Brandao & Co.

Daijin Maru, Japanese str., 899, Ogata, May 8.
M. B. Kaisha

Empress of Japan, British str., 3,003, Pybus,
May 7, C. P. R. Co.

Esang, British str., 1,127, Tamplin, April 29.
Jardine, Matheson & Co.

Etruria, British str., 1,040, Crockett, April 27.
Jardine, Matheson & Co.

Ferdene, British str., 3,447, Jones, May 10.
Dodwell & Co., Limited

Fushun, British steamer, 1,500, Lunt, May 5.
Chinese

Glengyle, British str., 2,244, Darke, May 3.
McGregor Bros. & Gow

Haiching, British str., 1,267, Hall, May 9.
Douglas Lapraik & Co.

Haugheow, British str., 899, Pearce, Mar. 21.
Butterfield & Swire

Hanoi, French steamer, 768, Pannier, May 10.
A. R. Marty

Hikosan Maru, Jap. str., 2,302, Hallstrom, May 8.
M. B. Kaisha

Hinsang, British steamer, 1,758, Lake, May 10.
Jardine, Matheson & Co.

Hongkong, French str., 862, Pannier, April 19.
A. R. Marty

Hongkong Maru, Jap. str., 6,159, Filmer, May 7.
Toyo Kisen Kaisha

Jacob Diederichsen, Ger. str., 623, Riecke, May 23.
Jensen & Co.

Kinshin Maru, Jap. str., 2,389, Horton, May 2.
Nippon Yusen Kaisha

Macduff, British str., 1,882, Clegg, May 7.
Dodwell & Co., Limited

Messung, British str., 1,643, Warr, May 8.
Jardine, Matheson & Co.

Nagchang, Brit. str., 1,062, Finlayson, Apr. 23.
Butterfield & Swire

Petrians, British str., 800, Snape, Mar. 25.
Arnhold, Karberg & Co.

Pyrhus, British str., 2,231, Walker, May 5.
Butterfield & Swire

Quarta, German str., 1,146, Johansson, May 7.
Sander, Wieler & Co.

Ramsa, British steamer, 3,434, Arnot, May 9.
Standard Oil Co.

Saint Mary, British str., 1,630, Scott, May 9.
Matheers & Co.

Sarnia, German str., 2,052, Pastow, May 8.
Siemssen & Co.

Simongang, Dutch str., 1,818, Sandman, April 18.
Chinese

Sullberg, German str., 782, Jensen, April 12.
Siemssen & Co.

Taisung, British str., 1,544, Bradley, May 7.
Jardine, Matheson & Co.

Talsan, British str., 1,122, Storell, May 3.
Bradley & Co.

Taiyo Maru, Jap. str., 763, Kakimi, May 4.
Chinese

Thalos, British steamer, 820, Robson, May 10.
Douglas Lapraik & Co.

Wuhu, British steamer, 1,900, Roth, May 4.
Butterfield & Swire

Yuenang, British str., 1,128, Rolfo, May 7.
Jardine, Matheson & Co.

SAILING VESSELS.
Adolph Ohlig, Amr. ship, 1,262, Amesbury,
Dec. 19, Standard Oil Co.

Large Bay, British ship, 1,178, Adams, April 7.
Sander, Wieler & Co.

Louise J. Kony, Amr. schr., 155, Olsen, Mar.
30, Master

President, British bark, 766, Munro, April 3.
Chinese

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.
Master

BEKANNTMACHUNG.
DIE EINTWAGUNGEN in das Handels-
register, sowie anderweitige Bekannt-
machungen des Kaiserlichen Konsulate werden
in Jahre 1901 durch die Zeitungen "DER
OSTASIATISCHE LLOYD" in Shanghai und
"THE HONGKONG DAILY PRESS" in Hong-
kong veröffentlicht werden.

Swatow, 17, December 1900.
DER KAISERLICHE KONSUL
STREICH.

1901 1901 1901
NOW READY.

MAIL TABLES.
THE Card published at the Daily Press Office
contains:
English Mails, homeward and outward
French
German
Canadian
Parcel Post
Calendar for 1901

That is more information than is given on
any printed in London for which fifty cents is
charged. The price of the locally printed
correct card is 30 cents on paper, 30 cents on
cardboard. Supplied only for cash by Daily
Press Office or the Booksellers.

AMERICAN SYSTEM
OF
DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899.

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT
PAINTERS.
All kinds of Oil Paintings and Photographic
Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gump & Co.
Hongkong, 20th March, 1901

